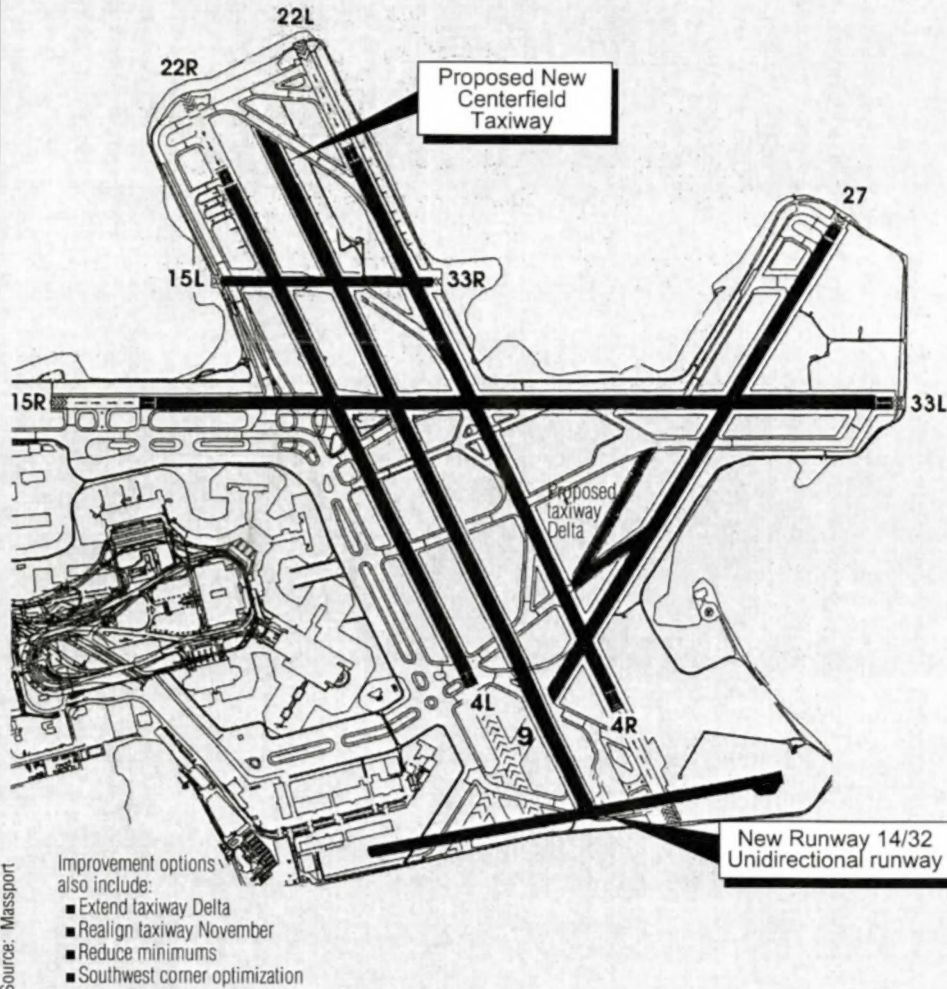


## Proposed Logan Airside Improvements



## Key Dates in Logan Growth

### Logan expansion begins

- 1922 Portion of Wood Island Park taken for Boston Municipal Airport
- 1968 Wood Island Park completely taken for construction of Runway 15/33
- 1968 Maverick Street Mothers protest against 600 trucks a day using Maverick Street for 15/33 construction
- 1970 Neptune Road homes bought and moved to Coleridge Street

### Opposition to Logan growth continues

- 1974 Injunction against Runway 14/32
- 1976 Massport Logan Airport Master Plan (LAMP) released; projects major increases in passengers
- 1981 Coalition Against the Third Harbor Tunnel forms in East Boston; suspects Logan expansion to Jeffries Point with tunnel
- 1981 Piers PAC created to advise Massport and BRA on development on East Boston piers
- 1982 Gov. Ed King, proponent of Jeffries Point Third Harbor Tunnel (THT) alignment, loses reelection bid
- 1983 Support builds for THT on Logan property
- 1991 Logan 2000 plan raises landside and airside concerns
- 1993 Hyatt Hotel built at end of proposed Runway 14/32 in attempt to block runway

### Pressure builds for more capacity

- 1995 Massport build Piers Park on Pier 4
- 1995 Environmental and public review process for the airside improvements, including Runway 14/32

**Runway 14/32** – In 1995 Massport and the Federal Aviation Administration (FAA) prepared environmental documents for a series of airside improvements based on an earlier FAA study on how to increase capacity. After a lengthy process, the state environmental secretary gave final approval in 2001 for the state environmental document that will allow the controversial runway, first proposed in 1972, to be built. In August 2002, the FAA issued its record of decision (ROD) for the federal document. Call FAA at 781-238-7609 for copies.

The FAA ROD approved building a new 5,000-ft. unidirectional Runway 14/32 and some modifications of existing taxiways, but deferred a decision on building a centerfield taxiway.

According to the supporting environmental documents, the main benefit of Runway 14/32 will be a reduction of air traffic delays during moderate-to-high northwest winds, when the usual three-runway configuration cannot be

used, leaving only one or two usable runways.

Fierce community opposition claims that Runway 14/32 will be used to increase overall Logan capacity and increase noise and air pollution. To counter, the FAA imposed the following restrictions designed to offset the loss of runway capacity during northwest winds without increasing normal capacity. The restrictions will be enforced by the FAA control tower, not Massport.

■ **Runway 14/32 can be used only in one direction** with take-offs and landings over Boston Harbor only

■ **It can be used only when winds are greater than 10 knots** (11.5 mph) from the northwest or southeast. However, FAA control tower approval of the use of Runway 14/32 will be based on forecast winds (which may not eventuate) and wind gusts (e.g., winds reported as 5 knots with gusting to 15 knots would make the runway available).

With a 10-knot restriction, estimated delays in 2004 due to northwest winds would be cut from 204,000 hours to 114,000 hours.

■ **Runway 14/32 can be used in emergencies** regardless of winds

■ **The FAA estimates that 70 percent of the forecast regional jet fleet** should be able to use the short (5,000-ft.) runway

In addition to the FAA restrictions, Massport has committed to implement some form of peak pricing to satisfy state environmental agencies.

Opponents of Runway 14/32 have filed an appeal of the FAA ROD with the U. S. Court of Appeal in Washington, D.C., claiming among other things, that the wind restriction is too low and the FAA should have insisted on peak pricing before the runway could be built.

Another obstacle is a 28-year-old state Superior Court injunction against construction of the runway. Massport is working to have the injunction lifted. Stay tuned.



## They Said It!

"We want to be sure there's enough funding."

Rep. Joseph Sullivan, co-chair, Joint Transportation Committee, on why the proposed Trust for the Surface Artery was given a \$6 million budget in the legislation before its costs had been determined.

"We've replaced a physical green monster with an administrative green monster."

Lawrence Rosenblum, Leather District activist, on the proposed Surface Artery legislation.

"If I were a developer, I would see those three parcels [Mass. Horticultural Society-designated parcels] as the best in the corridor for development."

Chris Fincham, Harbor Towers resident (and co-publisher of The Boston Informer) about the proposed Surface Artery legislation.

"It's something that's perhaps not ideal, but Massachusetts has a lot of quirks that we grow to love."

Doug Cope, Mass. Highway Dept. spokesman, on confusing highway-exit numbering, which MassHighway will not change.

**1 Whom do you believe?** — In the debate over moving the FleetBoston Pavilion music tent from its present temporary location in South Boston's Maritime Economic Reserve Zone, the Boston Redevelopment Authority (BRA) is reported as saying that "87 percent of our designated port areas are vacant" while the Executive Office of Environmental Affairs maintains its data show that 70 percent of the port lands are occupied by maritime industrial uses.

The BRA would like to allow the tent to remain at its present location at Wharf 8 despite the agreement to relocate it in 2004. The BRA believes the demand for maritime land is low and the pavilion meets its goals for the area.

**2 MBTA Government Center and Charles/MGH stations** — The MBTA is inching closer to a new **Government Center station**, expecting to advertise the 30-month construction project in December 2002. The new station, designed by Thompson Design/SYSTRA, will be handicapped accessible and will feature a larger lobby and a sunlit stair area. The project will also build a new headhouse near the JFK Building and will permanently close the Bowdoin Blue Line station, requiring Blue Line riders to board at Government Center.

The MBTA will also reconstruct the east side of the street for the City's Cambridge Street Phase II project, which involves widening the sidewalk six to ten feet at City Hall Plaza, eliminating the median, improving the Court/Tremont street intersection and adding a crosswalk at 2 Center Plaza with a "passive detection system" to turn to the pedestrian signal.

Bids for the new \$20 million **Charles/ MGH station** will be opened on September 10. Construction could begin in March 2003.

**3 Surface Artery** — Last-minute legislation proposed by Acting Gov. Swift, Speaker Finneran and Mayor Menino for an independent Trust to take total responsibility for governing, designing, developing and operating the surface artery corridor died when the legislature adjourned on July 31.

The proposed legislation was criticized by nearly all interested parties, including the Mayor's Central Artery Completion Task Force. The Artery Business Committee supported it. The legislation will be brought up again in the next session in January 2003, and three more legislative hearings will be scheduled in the fall of 2002.

In the meantime, MassPike is picking up where it temporarily left off, selecting four designers for the shortlist for North End parcels 8 and 10. The four are Wallace Floyd Design Group and Copley/Wolff joint venture (both of Boston); EDAA of Arlington, VA; and Thomas Balsley Associates of New York. Responses for the Wharf District parcels are due September 5 and the request for proposals for the Chinatown parcels was released August 26.

The South Bay area (south of Kneeland Street) is being designed and will be built later under an existing contract (Contract 9D). Also continuing is the role of the Mayor's Completion Task Force as the citizens advisory committee for the surface artery planning and design.

**4 Ritz-Carlton** — The 75-year-old Ritz-Carlton Hotel in the Back Bay will reopen on October 7, 2002, after an extensive \$45 million renovation. Some of the scaffolding on Newbury Street will remain through November. The famous dining room will also reopen, and the renovated hotel will have 272 rooms (three fewer than before). The street-level cafe will have new outdoor seating next spring.

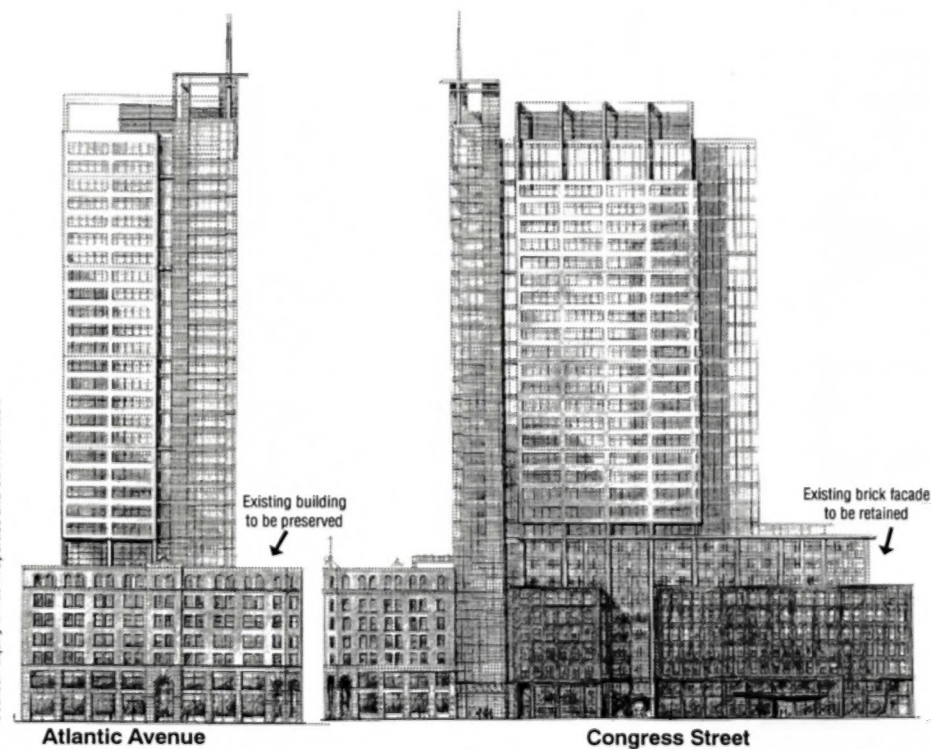
**5 South Station Air Rights** — Since filing a Draft Environmental Impact Report in October 2000 for a \$600 million project at South Station, Hines Interests, with Tufts University Development Corp., has been addressing issues required by the secretary of Environmental Affairs. The developer, Hines/Tufts, will file a Notice of Project Change (NPC) by the end of 2002.

Although the basic program of the development—a tower with approximately 1 million s.f. of office space, a 500-room hotel and a nine-story office/research building—will remain the same, the height of the tower has been reduced in response to Federal Aviation Administration comments. The NPC reportedly will deal extensively with transportation issues.

## People Movers

Jane Garvey, former Mass. Highway Dept. commissioner, Massport Aviation director, Federal Highway Administration secretary, etc., resigned as Federal Aviation administrator.  
Peter McNulty, from Modern Continental Corp. to URS Consultants.  
J. Richard Capka, former CEO of MassPike to deputy administrator for the Federal Highway Administration.  
John "Jack" Moscardelli, from law firm of Peters and Moscardelli to MassPike director (one of the two new positions created by recent legislation). Moscardelli was previously assistant district attorney and a Boston Redevelopment Authority (BRA) Board member.  
Peter Welsh, from Boston chief of planning and policy to Suffolk Construction.  
Susan Hartnett, from BRA consultant on arts and artist space to director of the Economic Development Division of the BRA.  
Susan Hannon, from BRA to other ventures.  
Sue Burt, formerly at ICON, is joining Metric Construction Corp. as business development director.

## Proposed Russia Wharf Redevelopment



Equity Office Properties is proposing to redevelop its **Russia Wharf complex** into a 395-foot-high, 500,000 s.f. office tower with a 300-suite hotel, 50 residential units, retail and public space and a 512-space underground garage. A waterfront plaza will front onto Fort Point Channel for public use with cafes and transient boat docking.

Of the three, connected 105-year-old buildings, only one—the Russia Building at 530 Atlantic Ave.—will be preserved intact for the 50 residential lofts with retail on the ground floor. The other two buildings will be demolished except for the facades on Congress Street to make way for the office tower and hotel. The existing buildings contain about 380,000 s.f. of Class B office space and adjoin the new surface artery parcels, set aside for the Mass. Horticultural Society.

Comments on the combined Project Notification Form/Environmental Notification Form ended on August 16, 2002. Construction is expected to begin in 2004 and be complete by 2007 if all permits are granted in time. Architect: CBT.

## Hotels and More Housing

► Ground has been broken for a new 112-room, 10-story hotel at 155 Portland St., now a parking lot, in the Bulfinch Triangle near North Station. David Leatherwood is developing the \$22.5 million hotel, expected to be open in August 2003. Architect: Group One Inc., South Boston.

► The parking lot at 80 Broad St. will be developed as an 80-unit, 14-story residential condominium building by Broad/Franklin Development Trust. The new building will be integrated with the existing four-story 72 Broad St. historic building designed by Charles Bulfinch.

► The **Copley Fairmount Hotel**, celebrating its 90th year, is reportedly seeking to add two stories. Banker and Tradesman reported that the hotel, which has just undergone a \$10 million renovation, has hired consultants to investigate the feasibility of adding two floors.



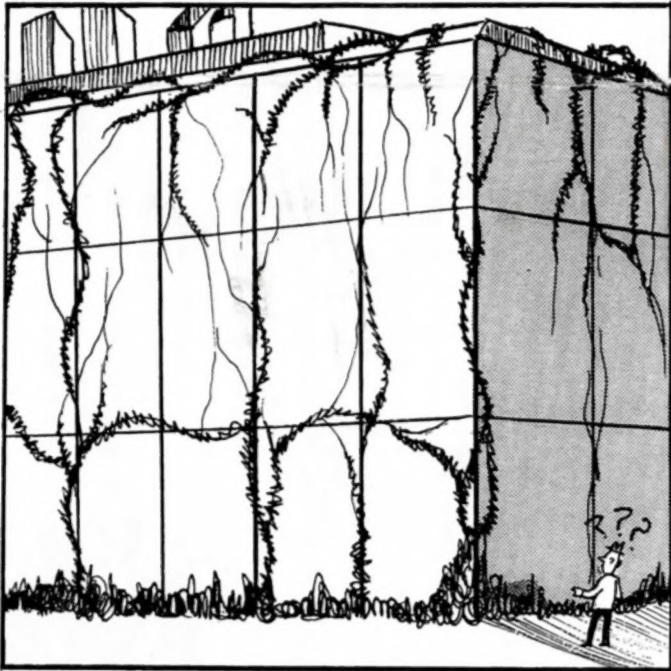
## Welcome to The Boston Informer!

The goal is simple: provide concise public information on construction projects, planning initiatives, and whatever else affects living and working in Boston. Welcome to *The Boston Informer*!

**The Boston Informer** is published by ATC Information, Inc., six times yearly in Boston, Massachusetts. President: Anthony Casendino; vice-presidents, Anne McKinnon, Chris Fincham.

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### *An alternative project for the Massachusetts Horticultural Society...*



Central Artery/Tunnel officials propose to hide the massive 300-foot-high vent building in South Boston with vines and other vegetation

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## You Were Asking

- Q.** What is the large steel-frame structure being built on the Central Artery parcel just south of Congress Street? I thought that's where the Mass. Horticultural Society buildings were going.
- A.** It is an air-intake building, *not* a vent building, for the tunnel below. Mass. Horticultural Society apparently knew about the building when it planned and designed its structure.
- Q.** MassPike waited until the Central Artery/Tunnel project reached 85 percent construction completion to hire the National Academy of Engineering for a \$300,000 peer review evaluating the project's management. Isn't this too late to change management?
- A.** Yes. But the information could be used for a lawsuit....
- Q.** How does the projected number of new transit riders for the Circumferential Transit (Urban Ring) system compare to other proposed transit projects?
- A.** The number of new riders that the transit improvements in the crosstown corridor will attract (34,000) is more than all of the new riders from all of the other transit projects included in the Regional Transportation Plan.
- Q.** A recent Engineering News Record article cited a study of the worldwide megaprojects that found that typically, tunnel and bridge projects overrun initial estimates by 34 percent and road projects by 20 percent. It said overruns were largely due to deliberate deception by project sponsors. Is the Big Dig project overrun of the initial cost estimates—580 percent (\$2.5 billion vs. \$14.6 billion)—deliberate deception and mismanagement?
- A.** Yes.

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Susan Lewis Library Director 11/1/03  
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